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number of trips produced or attracted by different developments, does not include town centers. It has also been argued that the ITE manual underestimates trip rates for

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Figure 3.1 Recommended Procedure for
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contained in the ITE Trip Generation
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Estimating Trip Generation and including
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**Selecting Between Trip Generation
Average Rates and Equations.**

The pass-by reduction does not include

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vehicles that currently travel north/south on Interstate 25 that will be diverted to the site. These trips were included in the “new” vehicle-trips generated. The pass-by

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daily trip generation rate for a Coffee/Donut Shop without Drive-Through Window, for the purpose of this analysis, Daily trip generation rate for a Coffee/Donut Shop

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with Drive-Through Window were used.

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1 In 2012, ITE published the 9th edition of the Trip Generation Manual, which in

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previous editions was known simply as Trip Generation. The 9th edition of the manual now incorporates the 2nd edition of the Trip Generation Handbook, but the handbook

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was not updated as part of the incorporation.

5. Institute of Transportation Engineers.
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Washington, D.C.: ITE, 2008. 6. TRICS is a
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